Central Bedfordshire - Parking Area Assessment Summary

	DOCUMENT TITLE & FILE LOCATION	DATE	OBJECTIVE	GEOGRAPHICAL COVERAGE	REPORT RECOMMENDATIONS/PROPOSALS	COMMENT INCLUDING GAPS
	Dunstable Parking Study - AECOM	October 2010	reviews the existing supply of off-street car parking serving Dunstable Town Centre and sets out the framework for the car parking strategy over the next 15-20 years against the background of the overall vision in terms of the Dunstable Town Centre Masterplan	The study included the following off-street (only) car parks located in the masterplan study area that serve the town centre: Matthew Street; Regent Street; Grove Park; Asda; Ashton Square; St Mary's Gate; Priory Gardens; ALDI; Quadrant Centre.	The study has considered the following: • Existing parking conditions including a quality audit review • Car parking occupancy rates during weekday and weekend market days; • Assessment of the car parking proposals for the preferred option; and • Initial strategy recommendations for future off-street car parking to serve Dunstable. The report suggests a range of initial strategy recommendations focusing on the role of parking policy, parking control systems, pricing mechanisms, quality of parking stock, spatial arrangement of car parks and disabled parking.	• Off Street only • Tariff information comparison out of date • No enforcement recommendations or financial implications • No revenue forecast. • No on street or residential area assessment • No reference to business requirements or loading bays etc
	Biggleswade Parking Study Survey Report – Parsons Brinckerhoff.	August 2013	Assess parking provision & ensure adequate future provision. Understand parking behaviour in Biggleswade.	• 3 main train station car parks • Uncontrolled residential streets • Short stay – 4 short stay town centre car parks • Town centre – all controlled on-street parking • ASDA car park • Town centre periphery car parks	• Residential areas on street - Parking surveys to determine time periods each vehicle remained parked to determine likely purpose. • Short Stay & town centre car parks – survey of vehicles arrival/departure times & assumptions based on times.	
	Houghton Regis Town Centre Parking Study – Parsons Brinkerhoff	April 2014	Parking surveys outlining how car parking is currently used within Houghton Regis town centre Identifying any current major car parking issues within the town centre Produce report outlining main recommendations with respect to parking demand and supply, parking information and management, law enforcement, parking provision for special needs	• On street south – covers the uncontrolled residential streets in close proximity to the town centre, on the south side of High Street • On street north – covers the uncontrolled residential streets in close proximity to the town centre, on the north side of High Street • Off street – includes four off street car parks in the town centre • Loading – this beat includes two off street	The future parking demand has been modelled for 2019 and 2026 in two scenarios: 1. Scenario 1 – 'Do nothing', which assumes the existing parking space supply and TEMPRO growth applied to the parking demand. 2. Scenario 2 – 'as Scenario 1 with the following assumptions: • 'Staff only' car parks (Bedford Square and Tithe Farm off-street car park) are used only by valid permit holders. This was obtained from the parking survey. • Loading bays (Tithe Farm and The Bedford Square) are used only by genuine delivery vehicles. • It is assumed that vehicles, which are not allowed to park at restricted car parks, are displaced elsewhere. It is considered	• The report does not take into account commuter parking – which presently isn't an issue but there could be implications following the enhancement of the LD busway following HR north developments • Does not take

			group (disabled, cyclist), sustainability and cost efficiency	loading bays at the town centre • Morrisson's – includes the Morisson's off street car park only;	that the Morrison's and • Co-op car parks offer the most likely car parks that could accommodate displaced vehicles in the future. The Tithe Farm Road and All Saints Church car parks are already used at full capacity hence no additional vehicles could be accommodated. The analysis of future parking supply and demand demonstrated that there is not an overall capacity issue predicted in 2019 and 2026, therefore the strategy recommendations focus on softer measures to improve the usage of car parks across the town. These recommendations include; improved signage & information, stakeholder engagement, improved disability and cycle parking	into account the loss of co-op car park
	Biggleswade Parking Study – Initial Recommendations report. Parsons Brinkerhoff.	March 2015	Assessing the potential impact of a number of different parking strategy options following analysis of the study report including a preferred strategy.	As above	Five key parking strategy options have been assessed in this Report: Option A: Existing Parking Regime Option B: BTC's Proposed Parking Strategy (January 2014) Option C: PB's 'Light Touch' Option D: PB's 'Redistribute and Expand' Option E: A hybrid option combining successful elements of Options A-D, without a car park at Bond's Lane Option F: A hybrid option combining successful elements of Options A-D, with a car park at Bond's Lane. In order to assess the impact of the different parking strategy options, a spreadsheet model was developed. The model predicts the likely displacement of parkers that would occur given the changes to car park restrictions proposed in the parking strategies. For each option, this report contains a detailed description of the list of restrictions and controls, the results of the modelling and a summary of cost estimates and revenue forecasts. The most successful option is identified as the 'recommended' option and a Parking Management Plan included illustrating the proposals.	The report looks at: Commuter impact, violation rates, cost & revenue calculations to assess impact of each recommendation option. • The report does not assess quality and condition of parking services offered • No other known gaps in the strategy, recommendations take into account demand and future growth, with a modelling formula testing the impact financially.
	Leighton Buzzard. Parking Study Final – Parsons Brinkerhoff	March 2015	Assessing the potential impact of a number of	All town centre on and off street facilities.	The report offers three potential scenarios & the impact (including financial) of each option:	As above as the report was conducted by the

			different parking strategy options following analysis of the study report including a preferred strategy		1. Do nothing 2. Low/medium intervention 3. High Intervention with increased parking provision The report also provides revenue implications and predicted future growth requirements.	same consultant as at Biggleswade (Parsons Brinkerhoff). The level of local detail is prominent and very detailed to a local level.
	Arlesey Parking Study – Amey	August 2015 Incomplete	To analyse current parking patterns in the Church End area of the town and to investigate concerns raised by local residents regarding rail commuters parking on-street.		Three stages to the report; 1. Assess the ability of existing on and off street parking provision to meet current needs. 2. Undertaking consultation with residents and commuters to identify and quantify the perceived problems associated with parking. 3. develops possible future parking options and makes recommendations about the future supply and management of on and off-street car parking within Church End.	• Site specific • Cost implications and revenue requirements not clear.
In October 2016, WYG were commissioned by Central Bedfordshire Council (CBC) to undertake a study of **parking provision within the towns of Dunstable, Flitwick and Sandy and the village of Harlington.**	**Dunstable** - WYG	June 2017			**Short Term (2017-2026)** •Introduce on-street charges •Expand the residents parking permit scheme •Provision of additional parking as part of new cinema complex	**Long Term (2026-35)** •Provision of new off-street car park
	Flitwick - WYG	June 2017			**Short Term (2017-2026)** • Introduce on-street charges • Provide a residents parking permit scheme • Install double yellow lines to compliment the above • Develop Station Interchange • Provision of additional parking as part of Steppingley Road car park redevelopment	**Long Term (2026-35)** • Review demand and parking issues and consider whether new capacity and/or measures such as Park and Ride are required
	Harlington - WYG	June 2017			**Short Term (2017-2026)** • Do nothing	**Long Term (2026-35)** • Parking restrictions in key locations

					Short Term / Long Term		
						• Provide additional parking at the station	
	Sandy - WYG	June 2017			**Short Term (2017-2026)** • Introduce on-street charges • Provide a residents parking permit scheme • Install double yellow lines to compliment the above	**Long Term (2026-35)** • Provide additional off-street capacity through an additional deck on top of existing station car park or on land to the east of the railway line. • Review impact of East-West rail proposals.	
	Authority Wide	June 2017			**Short Term (2017-2026)** • Provide sustainable transport alternatives to the car • Ensure active Travel Plans are in place at each station • Introduce dedicated parking bays for sustainable car users	**Long Term (2026-35)** • Continued review of car parking demand • Continued drive towards modal shift away from the car • Greater self-containment of the authority to reduce parking demands associated with out-commuting	